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PURPOSE

This Directors' Rule establishes the Green Streets Design Guidelines/Implementation Process as set forth in Resolution 28682, the Land Use and Transportation Plan for Downtown Seattle, and the Land Use Code, Title 23 of the Seattle Municipal Code (SMC). The Rule encourages the creation of pedestrian amenities for non-motorized movements of goods and people in the City rights-of-way which have been designated as Green Streets. This Rule provides the process for Green Street design and permit approval for those Green Streets which have already been designated by the Seattle City Council as part of a neighborhood planning process.

BACKGROUND

The Land Use and Transportation Plan for Downtown Seattle, the Open Space Policies, and the Land Use Code contain the policies and regulations concerning Green Streets (formerly called street parks). The following Design Guidelines/Implementation Process presents specific direction on how to design and gain approval for the development of a designated Green Street.

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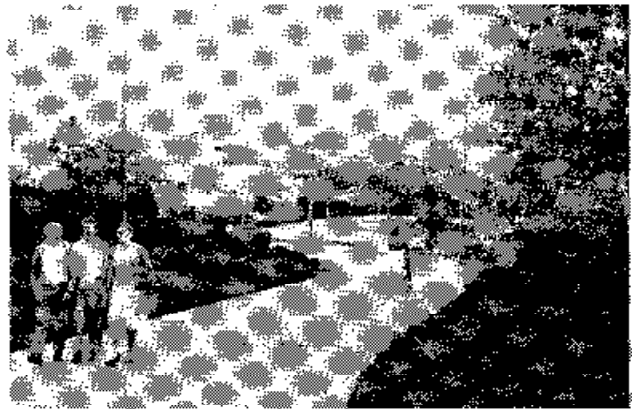
1.0 GREEN STREET CONCEPT

A "Green Street" is a right-of-way designed to give pedestrians, bicyclists and transit patrons preference over passenger vehicles for movement in designated streets. Green Streets serve as gathering places or as corridors connecting activity areas and open spaces in an attractive urban setting.

Because Seattle has its street right-of-way system in place, new development on private property needs to be carefully integrated with the public right-of-way to preserve mobility for goods and people. This Directors' Rule provides guidance as to what makes a Green Street special and how to design it to enhance pedestrian and non-motorized mobility, preserve and enhance urban amenities, and accent vistas and neighborhood features while assuring safe and efficient corridors for the movement of goods and people.

1.1 Use of Rule. The purpose of this Rule is to provide design guidelines and procedures for the development of individual Green Streets.

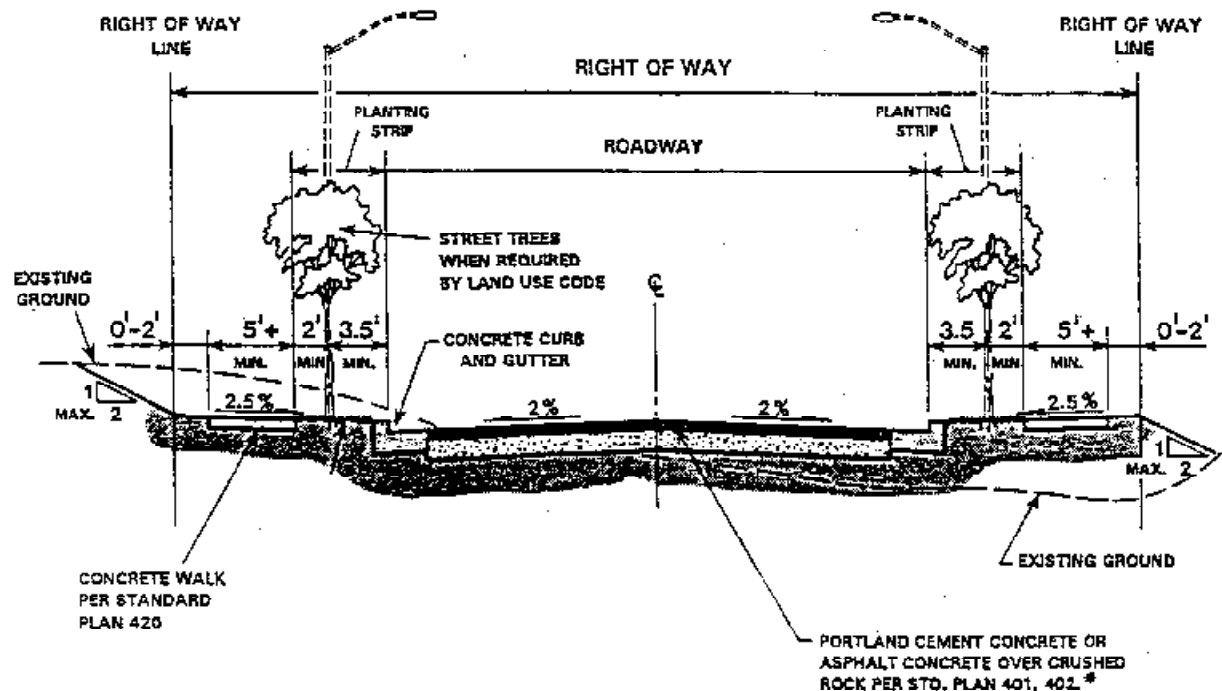
1.2 Intent. The design of Green Streets shall be consistent in character and use with the surrounding area and shall enhance the relationship between activity occurring in the street right-of-way and on abutting



lots. General design guidelines are established to provide quality design and construction, make certain some degree of uniformity and predictability in design along a given corridor of Green Street is achieved, and encourage creativity.

The Seattle Street Improvement Manual identifies standards for the design and construction of improvements in the public rights-of-way to protect the health, safety and welfare of the public, and to minimize maintenance and repair costs. Green Street design shall exceed the minimum improvements established in the Seattle Street Improvement Manual (see Figure 1). Safety for pedestrians shall be maximized.

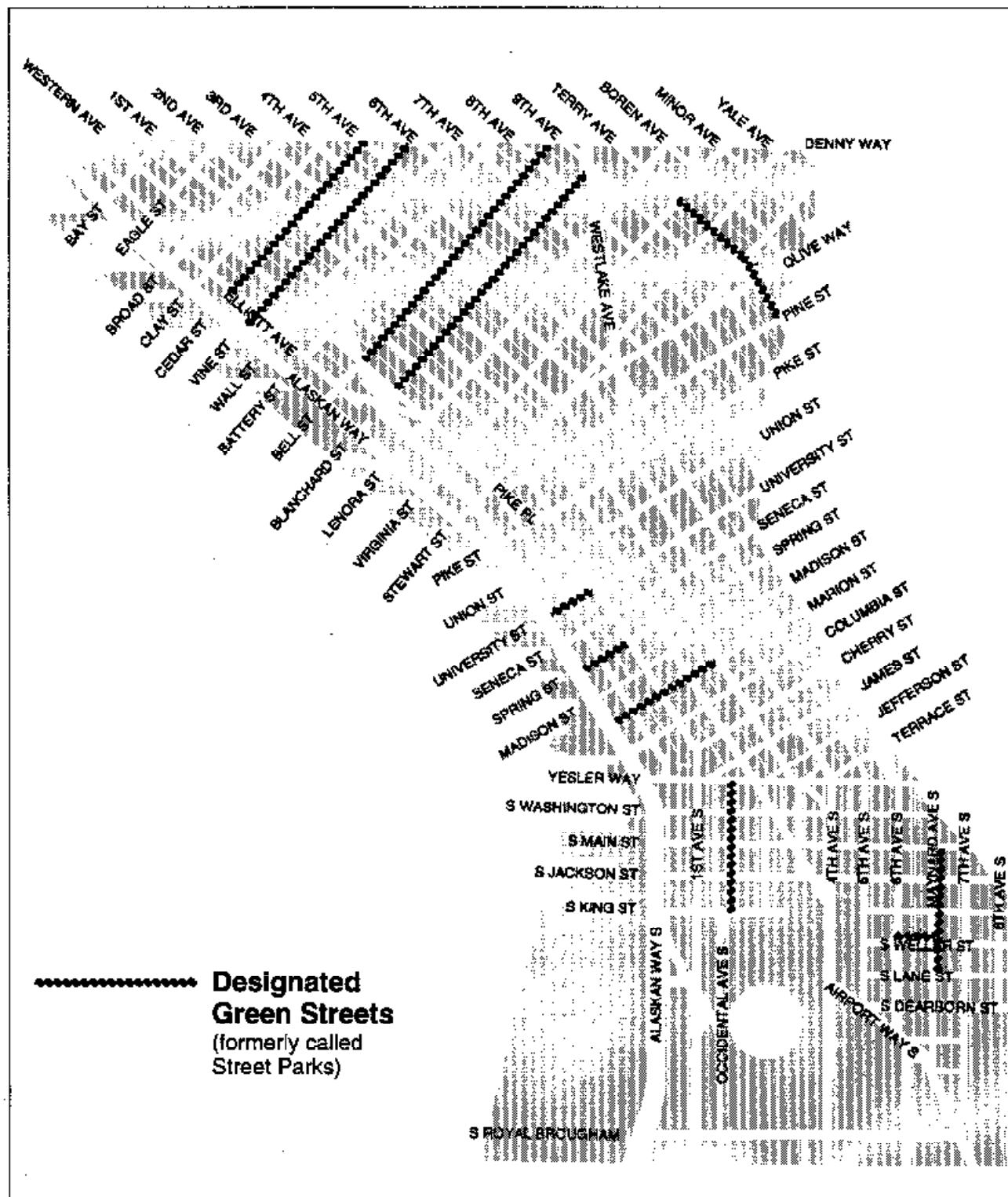
Figure 1
MINIMUM RIGHT-OF-WAY IMPROVEMENTS



- + Keep a five foot wide level hard surfaced corridor free of all obstructions. In the downtown area, minimum widths are given in Table I.

1.3 Locations. Designated Green Streets identified as "street parks" in the **1985 Land Use & Transportation Plan for Downtown Seattle** are shown on the following map. This Directors' Rule applies only to designated green streets, currently in downtown Seattle and in Northgate, but streets in other areas may be designated by City Council in the future through a neighborhood planning process.

Map 1



1.4 Types of Green Streets.

Green Street - Type I. Motorized vehicular traffic (emergency vehicles and off-hour service delivery vehicles exempted) is prohibited on this category of Green Street. This definition applies to street segments that are not needed for vehicular circulation.

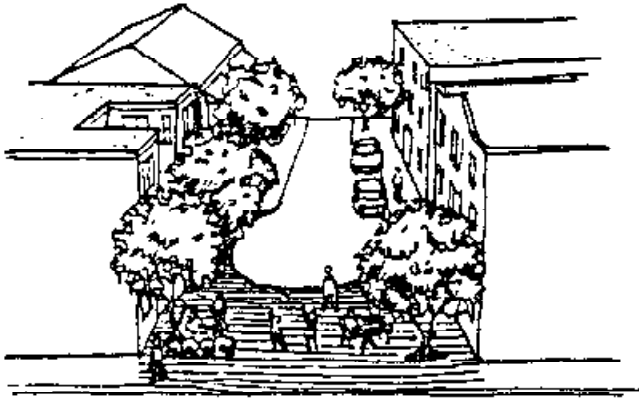


Figure 2
TYPE I: TRAFFIC PROHIBITED

Green Street - Type II. These street segments have been determined necessary for local circulation but unneeded for overall vehicular movement in the area. Local access is the only vehicular traffic allowed. Vehicular traffic shall be limited to local access to sites abutting the street segment. Continuous vehicle movement between blocks is restricted.

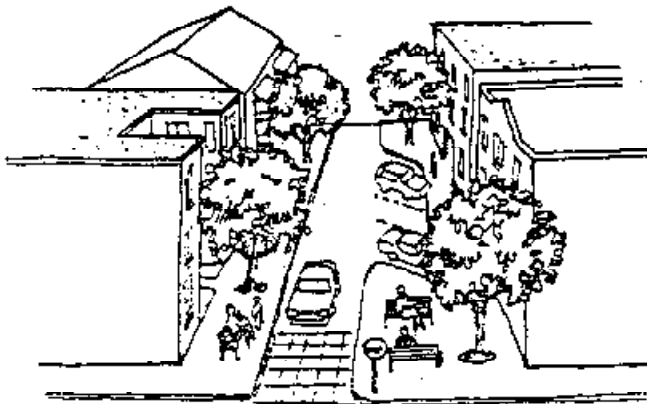


Figure 3
TYPE II: LOCAL ACCESS

Green Street - Type III. Continuous traffic is allowed. Vehicular access to sites within the block and traffic movement between blocks would continue, but widened sidewalks, landscaping and pedestrian amenities could be provided within the right-of-way.

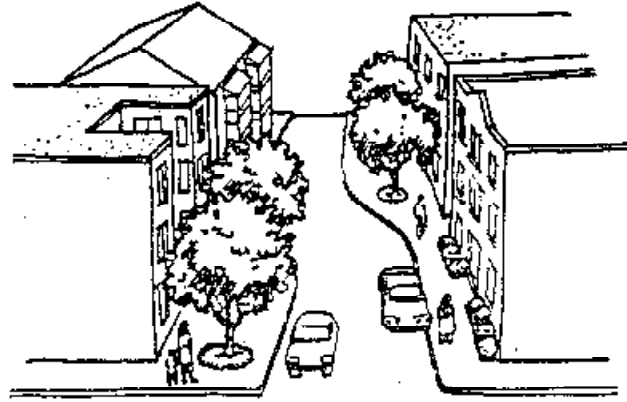


Figure 4
TYPE III: CONTINUOUS TRAFFIC

Green Street - Type IV. Little or no traffic is expected on this type of Green Street. Rights-of-way in this category would include street ends which could provide neighborhood trails or access to community centers or activities abutting open spaces or natural areas. These rights-of-way could be improved to function as pedestrian malls, or could remain in their natural state, with perhaps limited improvements, such as foot trails or stairways, where appropriate. This type of green street differs from street end parks, also called pocket parks, in that green streets are part of a circulation path. Parks are a destination in themselves (such as a waterfront mini-park), not a path on the way to some other destination.

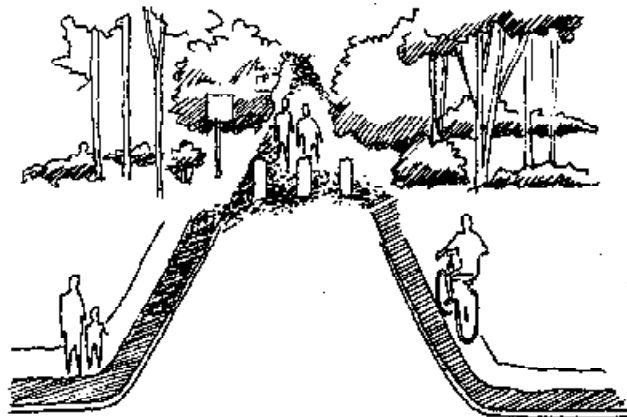


Figure 5
TYPE IV: LITTLE OR NO TRAFFIC

1.5 Relationship to Neighborhood Plans.

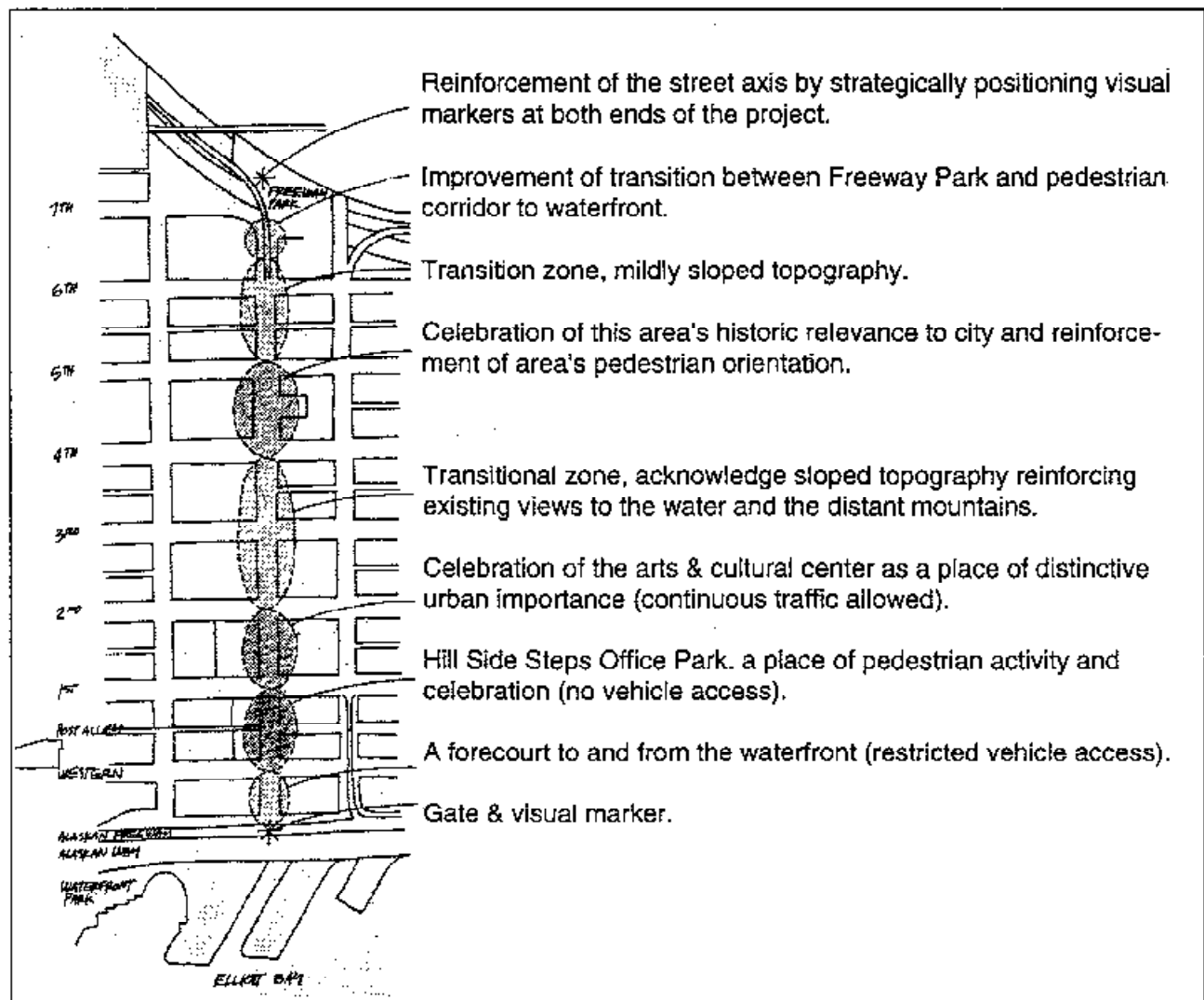
Design guidelines may be developed for Green Streets designated by City Council through subarea or neighborhood planning processes. If this process includes a transportation analysis, the analysis may be submitted to SED and DCLU as described in Section 3 of this Rule for a determination as to adequacy at the time of project approval.

2.0 GENERAL DESIGN CONCEPT

2.1 Green Street Design Concept.

- a. The design concept (see Figure 6) shall reflect the intent of the Green Street type designation and general land use designation, character and use of the area.
- b. The design concept shall create a focus or theme by the treatment of landscaping, paving, lighting, seating, and treatment of the relationship between activities in the right-of-way and abutting structures.
- c. The design concept shall encompass the entire block (both sides of the street) on which a development is proposed (assuming the green street proposal is part of a private development project) even if the development proposal occupies only a portion of the block; consideration shall be given to the appropriateness of the proposed theme on the adjacent blocks.

Figure 6
GREEN STREET DESIGN CONCEPT SKETCH



2.2 Basic Design Elements. The design guidelines are to assist project designers in understanding the principal expectations of the City concerning Green Street development. The guidelines do not prescribe any specific design solution but rather encourage imaginative ways to provide attractive, usable and active open space. The following basic Green Street design elements must be addressed in the Concept Plan. Their treatment should implement the theme chosen by the applicant.

- a. Landscaping elements, including species and layout of street trees, shrubs, planters, and ground cover;
- b. Design of paving materials;
- c. Special signing;
- d. Street furniture, including benches, information kiosks and directories, newspaper stands, vending carts, tree gratings and guards;
- e. Lighting fixtures;
- f. Fountains;
- g. Recreational equipment;
- h. Litter receptacles;
- i. Bicycle racks; and
- j. Public art.

2.3 Goals of Basic Design Elements. Incorporating the basic design elements of a green street into a concept plan should:

- a. Strengthen the continuity of the Green Street from block to block. Elements such as sidewalk and street paving material, lighting, street furniture and street trees can be repeated across blocks to form common threads that unify successive sections of a Green Street;



- b. Protect pedestrians from vehicular movement. Green Street design must recognize the implications of mixing pedestrians and motor vehicles. The curb is the edge between the sidewalk and street that acts to separate the pedestrian from vehicular areas. Through placement and use of street trees, landscaping, street furniture, bollards and street parking, a sense of separation between pedestrians and vehicles may be accomplished.



Besides acting as a buffer between people and cars, these design elements should also enhance entrances and display windows which facilitate pedestrian movement inside buildings and outside in the Green Street.

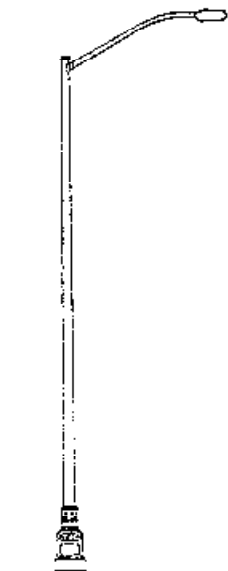
- c. Consider the effects of sunlight, light and air, shadow, glare, reflection, wind and rain on pedestrians and users of the Green Street. Direct and indirect light and air reaching the public spaces should be maximized. Whenever possible, provide weather protection for the pedestrian at the ground level if not in conflict with landscaping.
- d. Provide safe, comfortable places where people can visit, meet, stop and rest without conflicting with other street uses.
- e. Accommodate access for people with physical limitations in a manner that is integrated with the Green Street design and not merely to meet minimum code standards.
- f. Provide a harmonious relationship and graceful transition between private projects and public spaces. Examples include provision of arcades, landscaping and outdoor cafes.
- g. Use building materials and design features that promote permanence and quality.

2.4 General Design Standards.

- a. **Minimum Size Green Street Construction.** Green Streets shall be designed in full block segments but may be implemented in half block sections. The half blocks can either include both sides of the street (from the corner to the middle of the block or alley) or on one side of the street the (full length of the block).
- b. **Parking.** The following guidelines shall apply to Type II and III Green Streets:
 - 1) Vehicular access and on-street parking shall be retained where the City determines these functions are necessary or desirable for Type II and III Green Streets. Any increase or decrease of the on-street parking supply should be based on existing and anticipated need, including consideration of off-street parking facilities. The City's decision will be based upon the findings in the Transportation Impact Analysis Study conducted for the Green Street. When design benefits outweigh the loss of parking, the Director of SED, in consultation with the Director of DCLU may reduce the amount of on-street parking.
 - 2) Parallel or head-in angled parking may be used if it does not impede or hinder pedestrian use and enjoyment of the sidewalk, and plantings will not be endangered by maneuvering vehicles. Parallel or head-in parking should not be introduced into an area if it would reduce the number of street trees that might be planted under a conventional design in accordance with the Seattle Street Improvement Manual.
- c. **Transit.** Proponents of a Green Street are responsible for integrating transit improvements with the Green Street design for streets that currently have transit service. No principal transit streets coincide with currently designated Green Streets, but several transit streets do cut across Green Streets and transit centers can be terminals for Green Streets.

For streets without present transit service that are designated as Transit Streets in the LUTP or in the Seattle Comprehensive Transportation Program, the Director of SED, in consultation with Metro, shall determine if transit improvements to a Green Street are needed to accommodate future service needs.

- d. **Street Lighting.** Appropriate street lighting levels shall be maintained at all times and throughout the Green Street. SED shall determine the required light level for the street. Street lighting design criteria will vary depending on the proposed use of the street. All proposed street light fixtures shall be reviewed and approved by Seattle City Light and SED. Typical pole and fixture selection is limited to those existing in the City inventory. However, where a decorative or pedestrian lighting system (i.e., an ornamental system with a light output not included in the public street light level calculations) is proposed, there



will be more flexibility allowed on fixture selection. Street lighting shall be compatible with existing and planned trees. All street lighting shall be designed to minimize glare to oncoming traffic and to adjacent residences.

- e. **Landscape Standards.** Landscaping material shall be a mixture of deciduous and evergreen species acceptable to the Seattle Engineering Department and should be drought resistant or have an approved irrigation system. Tree species and spacing shall be carefully coordinated with the lighting and traffic signal systems to insure that future growth does not block street light output or visibility of traffic signals. All plantings shall conform to the standards and procedures as specified in the Seattle Street Improvement Manual.
 - 1) **Street Tree Species.** Specific street tree species will be approved in writing by SED. Species selection will be made with consideration for hardiness, lifetime maintenance costs, climate and microclimate, visual compatibility with surroundings, species origin/historical significance, leaf or fruit drop, and the future size and height of the tree.
 - 2) **Street Tree Spacing.** Predetermined tree spacing for each species can be varied where more than one type of species is desired or where smaller/columnar trees are to be used. Tree size at maturity determines appropriate spacing at the time of planting. A double row of trees, or trees grouped in 2's or 3's with gaps or contrasting plantings between the groups may be desirable. Such designs shall still require minimum spacing between trees as specified or approved in writing by SED.

- 3) **Existing trees.** Trees up to 5 inches in caliper may be considered for relocation or replacement if pre-approved by SED. Trees larger than 5 inches in caliper shall be examined by SED before removal can be considered. Any trees greater than 5 inches in caliper shall require protection as indicated by SED.
- 4) **Shrub and Groundcover Species.** Shrub species should be drought resistant or have an approved irrigation system. The selection of species is at the discretion of the designer with the written approval of the Seattle Engineering Department. Consideration of species selected shall take into account the effect of mature size, height, and clearances from walkways, doorways and maintenance of line-of-sight at street intersections and driveways.
- 5) **Shrub and Groundcover Size.** Shrubs higher than 3 feet at maturity must be set back a minimum of 5 feet from walkways (between the sidewalk and a building) and will not be permitted in the first ten feet of planting strip behind the curb.
- 6) **Shrub and Groundcover Layout/Spacing.** The layout shall reinforce pedestrian circulation patterns and maintain at least a five foot wide level, straight, barrier free and safe corridor for the sight impaired. Pedestrian patterns will be established which reduce the damage of plant materials. Spacing of plants should provide for:
 - a) A minimum of established sod within two months of planting, or
 - b) Complete ground coverage within 2 to 3 years, or
 - c) Shrubs planted for hedges or borders shall fill gaps within 2 to 3 years.

Use of beauty bark or loose material which could dislodge and enter the sewer and/or drainage system or cause an impediment on a walking surface shall be prohibited.
- 7) **Planters.** Planting beds with raised edges (at seating height) shall be encouraged to direct pedestrian traffic flow, provide seating, and provide desirable soil conditions for plantings (if properly prepared). However, plantings in moveable containers shall be discouraged. Total raised height of the planter and any vegetation at maturity shall not impair vehicular line-of-sight. Planters are to be at least five feet back from any vehicular travel lane.
- 8) **Lawns.** Lawn used as groundcover in Green Streets shall be irrigated to maintain vigor throughout the summer months. Lawn shall be encouraged for use within raised planting beds large enough to mound in the center to create informal seating. All lawn areas shall be graded for pedestrian mobility and shall include:
 - a) No slopes steeper than 3:1 and no sharp changes in grade (more than 3 feet) shall be allowed (see Figure 8 on page 3-32 of the Seattle Street Improvement Manual for additional guidance).
 - b) Continuous edging around planting beds with setback from trees
 - c) Strips around buildings, planters and wall immediately abutting lawn to minimize trim work.
- 9) **Maintenance of Street Planting.** Responsibility for landscaping elements in the right-of-way shall be fixed at the time of the final Green Street design approval. Normally, with the property owner's consent, the responsibility to water, maintain and replace landscaping (when necessary) will be with said property owner(s) for the street plantings next to their property unless there is an alternate written agreement. The Street Use Permit will clearly state the design approval condition for landscape maintenance.

3.0 APPLICATION, EVALUATION AND APPROVAL PROCESS

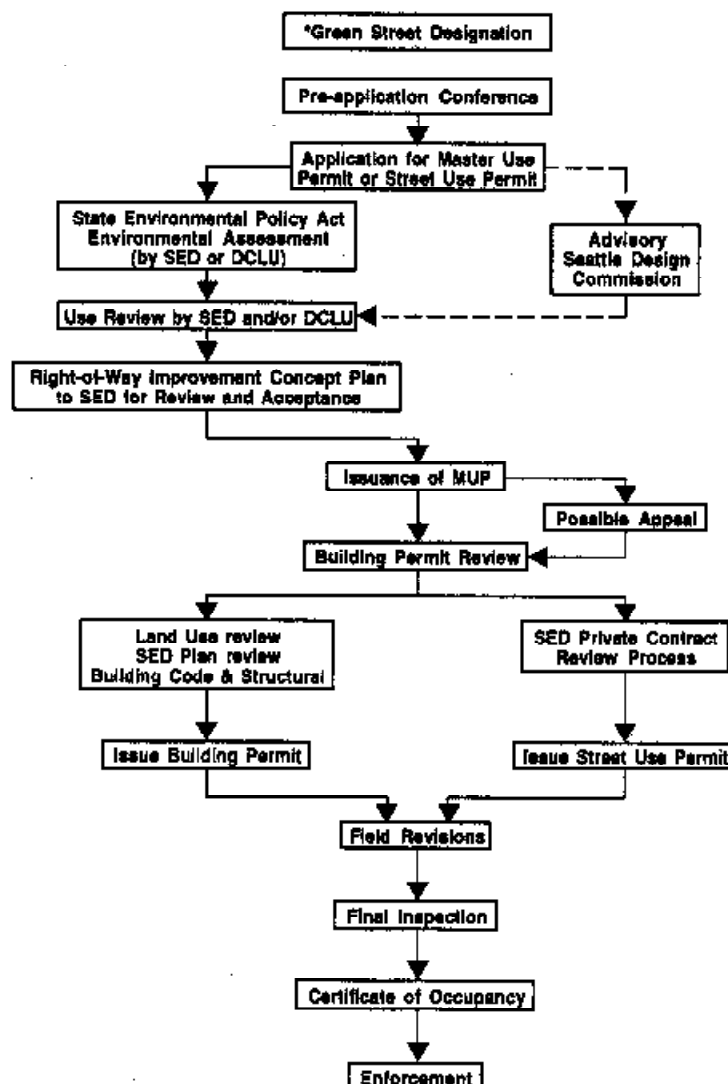
If development of a designated Green Street is part of a project proposal, the evaluation of the Green Street shall occur during the land use review (Master Use Permit) process by the Department of Construction and Land Use (DCLU) in consultation with the Seattle Engineering Department (SED). The Seattle Design Commission (SDC) shall be involved early in concept development to assure consistency with City policies and integration of street design elements with the neighborhood.

If development of a designated Green Street is not accompanied by a private development project, its evaluation shall be part of the Street Use Permit process administered by SED, with consultation with SDC and

DCLU. In either case the Green Street design shall be consistent with the design criteria specified in this Rule.

3.1 Pre-application Conference. Applicants are required to attend a pre-application conference with SED, DCLU, and SDC staff before applying for a Master Use Permit or a Street Use Permit. If the project is located in a landmark, historic, special or preservation district, the Department of Neighborhoods shall also be involved. Discussion at the conference will focus on specific site constraints, the Land Use Code and Street Use Permit requirements, and proposed Green Street enhancements. Base maps and photographs of the existing conditions will be particularly helpful. A concept sketch for the Green Street proposal should be brought to the pre-application conference.

Flowchart I
GREEN STREET PERMIT PROCESS



* NOTE: This Director's Rule assumes the Green Street Designation has already occurred through a Council approved neighborhood or sub-area planning process.

3.2 Application Submittal. Applications for a Green Street shall include a concept plan and transportation impact analysis, as follows:

a. **Concept Plan Review.** A Green Street design concept plan (see Figure 6) shall be submitted to DCLU and SED. The concept plan shall:

- 1) Show the concept or theme for the whole length of the Green Street;
- 2) Show the design of the entire Green Street segment the proponent intends to build;
- 3) Include details for all basic street improvement elements, as required in the Street Improvement Manual;
- 4) Identify treatment of the Design Elements as listed in Section 2 of this Rule;
- 5) Include cross sections that show the relationship of the Green Street segment to be built to adjacent properties and roadway pavement in terms of grade.
- 6) Show the location of existing trees, underground utilities, utility poles and street furniture within the project area; and
- 7) Provide photographs to document existing conditions.

b. **Transportation Impact Analysis.** The initial proponent for development of a designated Green Street segment is required to submit an analysis of the traffic and parking impacts of the proposal. Previous analysis done at the time of a neighborhood or sub-area plan may be submitted at this time, as well. The analysis is subject to review and approval by the Director of SED in consultation with the Director of DCLU. When there are more than two Green Streets in a six block stretch of right-of-way, the cumulative impacts of the Green Streets shall be analyzed. The transportation and parking impact study shall analyze the following:

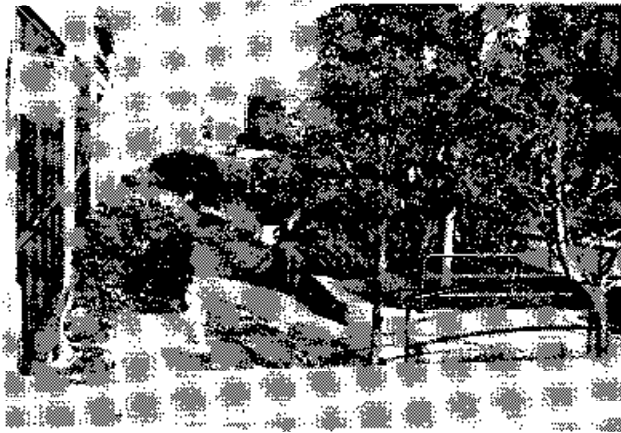
- 1) Pedestrian circulation, including access to adjacent buildings, loading/unloading, and crossings of pedestrian corridors, keeping driveways to a minimum and as narrow as possible to reduce pedestrian-vehicle conflict;
- 2) Traffic rerouting and impacts on other streets and arterials;

- 3) Transit circulation (see transit analysis discussion in Section 2.4);
- 4) Bicycle access and parking;
- 5) On-street parking supply and demand (see parking analysis discussion in Section 2.4);
- 6) Loading for commercial, passenger and truck uses;
- 7) Conflicts between different types of vehicles;
- 8) Fire Department and other emergency vehicle access;
- 9) Alley use and access by vehicles;
- 10) Barrier-free design to assure access by disabled persons; and
- 11) Use of curbs, which may be optional pending SED approval, to delineate separation of pedestrian and vehicular circulation.

SED, in consultation with DCLU, may require subsequent applicants who propose to extend an existing Green Street segment to update a previously completed Transportation Impact Analysis to reflect changed circumstances. As noted above, an initial applicant may submit a transportation analysis done at the time of a neighborhood or sub-area plan; an update of the analysis may be required based on changed circumstances affecting transportation.

3.3 Evaluation. The Director(s) shall consider the following criteria, any applicable neighborhood or sub-area plans, and comments from other agencies and the public, including neighboring property owners. Where appropriate, specific policies from the LUTP can also be used for guidance. (No weight will be assigned to the following criteria.)

- a. The proposed design for a Green Street shall establish a superior pedestrian street environment relative to that created by meeting the requirements of the Land Use Code. It should create a very pleasing and inviting human scale pedestrian environment by using texture of materials, size and spacing of street furniture, landscaping, overhead weather protection, and gathering places to emphasize Green Streets are for people. The Green Street will enhance pedestrian comfort and ease circulation for people of all abilities, especially up steep hillsides.

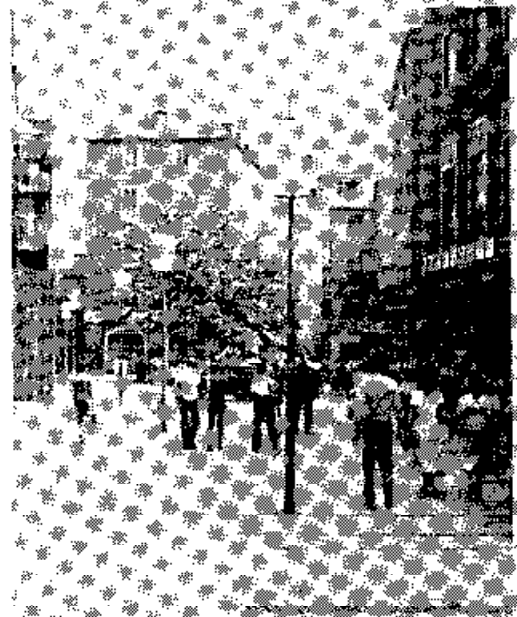


- b. The proposal is superior in that it preserves historic and noteworthy features and/or respects the character of nearby structures in its design. The Green Street shall provide supportive context for nearby historic or noteworthy buildings by using existing architectural detail or style and repeating them along the Green Street corridor.
- c. The proposal is superior in the way it maximizes sunlight at street level and the surrounding area wherever possible (e.g., by providing benches on the sunny side of street).
- d. The proposal is superior due to the creation or enhancement of public space which is accessible, inviting, usable, well-organized and comfortable. The proposal will be evaluated on pedestrian/bicycle linkages with employment, recreational or shopping centers.



- e. The design of the proposal must be superior in its appearance, use of material, relationship to abutting buildings, integration of architectural features, composition, scale, color and detailing.

- f. The proposal is superior in providing amenities for bicyclists, pedestrians and transit patrons and in facilitating their movement in preference to single-occupancy vehicle movement. The Green Street should take advantage of any transit corridors that abut or transect the corridor and have facilities and amenities that will attract transit patrons or enhance their movement between destinations in the area.



- g. The Green Street shall have a positive impact on the environment and any adverse impacts will be mitigated to the greatest extent possible.

3.4 Permit Review and Approval. An application to develop a Green Street is subject to review and approval of the Directors of SED, DCLU and the Seattle Design Commission.

3.5 Street Use Permit. A Street Use Permit from SED is required for final design and construction approval of any portion of a Green Street in the right-of-way.

3.6 Appeal. A decision of the Director of Engineering on the Street Use Permit may be appealed to the Street Use Appeals Board. A decision of the Director of Construction and Land Use on the Master Use Permit and/or environmental review may be appealed to the Hearing Examiner.

4.0 MAINTENANCE

4.1 Responsibility. With their consent, the abutting property owners shall be responsible for the maintenance of the completed Green Street section unless there is an agreement in writing, acceptable to SED, which provides for an alternative maintenance and repair program. Said agreement shall be a written condition on any street use permit for a Green Street project.

4.2 Joint Agreements. Proponents may enter into an agreement with other property owners adjacent to their Green Street section for shared maintenance responsibility.

4.3 Maintenance/Repair/Replacement. Maintenance responsibilities for Green Streets shall include on-going sweeping, debris removal, landscape maintenance, responsibility for the repair and replacement of all auxiliary street design elements of the Green Street (i.e., fixture replacement, replacing tree grates, paver repair, replacement or repair of special amenities such as fountains, benches, planters, kiosks, etc.).

Table 1 - Design Guidelines

(All Improvements Shall Be Constructed to Standards)

Design Element	Type I	Type II	Type III
Separate Sidewalk/Roadway	Not Required ²	Optional	Optional
Sidewalk Widths Downtown ¹	Not Required ²	18.0' minimum	18.0' minimum
Sidewalk Widths Other ¹	Not Applicable	10.5' minimum	10.5' minimum
Midblock Crosswalk	Not Applicable	Possible	Possible
Vehicle Lane Widths	Not Applicable	10.0' minimum	10.0' minimum
Number of Travel Lanes	Not Applicable	Two way ³	Two way ³
Curb Treatment	Special ⁴	None Desired	Curb/Bollard or contrasting paving materials
Pedestrian/Vehicle Movement	One plane	Creatively Separated	Distinct Separation
Bicycle Access	Yes	Yes	Yes
Bicycle Parking	Yes	Yes	Yes
Special Pavers/Textures	Desirable	Desirable	Possible
Parking	Some limited clustering may be allowed	Angle/parallel	Angle/parallel
Lighting	Integrated into design	Integrated into design	Integrated into design
Pole/Tree Spacing	20.0' minimum	20.0' minimum	20.0' minimum
Utilities	Underground desirable	Underground desirable	Underground desirable
Drainage Swales	Allowed	Allowed	Allowed

¹ All improvements along designated green streets shall meet these minimum sidewalk widths if the green street is not being constructed as part of a development requirement or incentive. Minimum public sidewalk width within the right-of-way shall be five feet (5'). Additional pedestrian walkway areas may be provided by easement over private property to meet minimum code required widths when there is insufficient right-of-way and an existing roadway with concrete curbs.

² Special designs are permitted to have sidewalk and roadway pavement at same level when a pedestrian-safe design and appropriate drainage have been approved by SED.

³ There shall not be more than one fourteen foot (14') lane of vehicular traffic in either direction.

⁴ Pedestrians and vehicles can be on one plane if safety is assured.

List of Reference and Supporting Documents to be Used in Preparing a Green Street Plan

The following documents may be of assistance in preparing a Green Street Plan. It is not intended to be a complete listing of all possible references and/or supporting documents. The proponents of a Green Street are encouraged to be innovative and bring new ideas and techniques into the Green Street process.

Americans with Disabilities Act Accessibility Guidelines (ADAAG), issued by the Architect and Transportation Barrier Compliance Board, July 1991

Board of Public Works Rules, issued by the City of Seattle, February 1, 1991

DCLU CAM 103 Plot Plan Requirements

DCLU CAM 103A Plot Plan Guidelines

DCLU CAM 106 General Plans for Plans and Drawings

DCLU Director's Rule 13-93 Landscape Standards for Compliance with the Land Use Code and SEPA Requirements

DCLU Director's Rule 16-89 Public Benefit Features: Guidelines for Evaluating Projects, Administrative Procedures and Submittal Requirements in Downtown Zones

DCLU Client Assistance Memo 502 Grading Permit Requirements

Seattle Engineering Department (SED) Publication No. 225 Design Specifications for Drainage Systems

SED Publication No. 410 Building Grade Sheet

SED Publication No. 461 Private Contract Procedures

SED Publication No. 462 Plan Requirements for Construction in the Public Right-of-Way

SED Publication No. 515 Planting and Maintaining Street Trees: A Guide for Private Development

SED Publication No. 526 Description of Selected Small and Medium Street Trees

SED Publication No. 530 Planting Young Street Trees

SED Publication No. 531 Maintenance of Street Trees

SED Publication No. 626 Certificate of Public Liability, Property Damage Insurance

Guide for the Development of Bicycle Facilities, issued by the AASHTO Task Force on Geometric Design in August 1991

Open Space Policies

Metro Transportation Facility Design Guidelines, issued March 1991

Seattle Comprehensive Transportation Program (SCTP), issued by SED in July 1984

Seattle Street Improvement Manual, DCLU Director's Rule 30-90 and SED Director's Rule 91-4, issued in December 1991